CLASSIFICATION

CONFIDENTIAL CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM

FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

COUNTRY

USSR - Latvian SSR

DATE OF

1945-48

50X1-HUM

SUBJECT

Economic; Political

INFORMATION

1,547 10

HOW

Book

DATE DIST. 96 Sep 1949

34# IEOE

WHERE PUBLISHED

PUBLISHED

Moncov

NO. OF PAGES

s *' 3*

DATE

PUBLISHED 1949

.

SUPPLEMENT TO

LANGUAGE

Russian

REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPICANCE ACT SC U. E. C. 3 AND 32 AS ABMEDIC. IN TRANSMISSION ON THE RESTLATION OF TIT CONTENTS IN SAY MANNER TO AN UNAUTHORISED PRINCE IS PRO-MINITED BY LAW! SEPRODUCTION OF THIS FORM IS PRO-MISSITED.

THIS IS UNEVALUATED INFORMATION

SOURCE

Bol'sheviki Latvii v Bor'be za Razvitiye Promyshlennosti (The Rolshevika of Latvia in the Struggle for the Development of Industry) I. K. Lebedev, Secretary, Tek KP(b) Latvia, Ogiz Gospolitizdat.

PARTY CONTROL OF LATVIAN IN USURIALIZATION LAUREASES

The most important branches of Latvian industry, restored after the war, are power-engineering, machine-building, metal-working, construction-materials, peat industry, and transport.

The largest and most important power plant in the Latvian SSR is the Kegum Hydroelectric Power Plant, which was almost completely destroyed. The first unit of this plant was rebuilt and put into operation by 7 November 1945, the second unit on 24 May 1946, and the third and final unit, in May 1947. Since then the Kegum GES has been operating at its full prewar capacity.

Many other industrial plants were reconstructed and put into operation during 1945, including "VEF" Electrical Equipment Plant under director G. I. Gayle, the "Vayroge" Radiroad-Car-Building Plant, the "Tosmare" Ship Repair Plant, the "Sarkandaugave" Glass Plant, the cement plant, the "Krasnyy Metallurg" Metallurgical Plant in Lanaya, and sugar refineries in Krustpile, Yelgavk and Lepaya. By the end &7 1945, 1,200 large and small enterprises had been reconstructed.

According to the Five-Year Plan for Lattvic, production by the ord of 1950 will be worth almost 1.5 billion rubles, which is twice as much as in 1940. Successful fulfillment of the Five-Year Flan will change Latvia from an agrarian into an industrial-agreeian republic with a highly developed industry.

During the reconstruction of Latvian plants and factories, many of them were expanded and technically improved. For instance, the "Vayrogs" Railroad Car-Building Plant, which had previously built only simple freight cars and refrigerator cars, was reorganized so as to produce modern railroad cars for electrified railroads.

In July 1946, the second unit of the Riga Superphosphate Plant was put into operation. This important new enterprise is to satisfy the demands of agriculture in all of the Baltic Republics.

- CONFIDENTIAL

	_		CI	AS	SIFICATION	NC	CONFID	EFTIA	<u> </u>						
SYATE	স	NAVY		X	NSRB		DISTRI	BUTION		 	L				\Box
ARMY	স	AIR)	⋜	FB1						L.	l	L	<u>_</u>	

CO	NFI	DEN	TIAL
			8 5 7 2 200

CONFIDENTIAL

50X1-HUM

Puring the Five lear Plan period, new enterprises are being built in Riga and new branches of industry are being created. Several leading enterprises of local industry, such as the "Krasnyy Metallurg" Plant in Lepaya, the "Sarkana Zvaygzne" Bicycle Plant in Riga, and others, are being successfully expanded

The 1946 production plan was fulfilled ahead of schedule by leading Latvian enterprises. The "VEF" Plant, which completed the year plan by 7 November, produced the following quantities during 1946: 27,234 radio receivers, 60,351 telephone instruments, 66,990 public address loudspeakers, 1,055 telephone instruments for mines, and 33 telephone switch-boards. In the production of telephone instruments, the plant reached the 1950 production level.

Other plants completing the year plan ahead of schedule were: "Krasnyy Metallurg" Plant, "Iugla" Leather Plant, "" vara" and "Layma" Confectionery factories Tobacco Factory No 1, "Bol'shetilika," "Merino" and "Parizhakaya Kommuna" Textile Factories, and many metalvorking plants and peat enterprises.

By 1948, more plants, including the Riga Railroad-Car-Building Plant, the Daugavpils Locomotive Repair Plant, the Brotsenskiy Cement Plant, the "Radiotekhnika" Plant, and others, had been reconstructed. By 15 October 1948, over 200 Latvian enterprises had fulfilled their year plans. These included the "Krasnyy Metallurg" Plant, the "Avtoelektropribor" Plant, the Riga Cement Plant, the Porcelain-Faience Plant, the Ilgetsiyem Glass Plant, the First Plywood Factory, the Riga Dairy Combine, and others. The "VEF" Plant fulfilled the Five-Year Plan for production of telephone equipment for mines.

Socialist competition and the Stakhanovite movement have become an important factor in the industry of Latvia. Over 87 percent of all workers, or more than 200,000 persons, are now competing for the fulfillment of the Five-Year Plan in 4 years. Communist Party organizations are taking an active part in this undertaking. Party organizations in enterprises are steadily increasing in numbers. As of 1 January 1945, there were only 63 Party organizations in Latvian enterprises. By 1 July 1948, they had increased to 542.

In October 1944, there was only one Communist at the "VEF" Plant, director G. I. Gayle who is now deputy to the Supreme Soviet Latvian SSR. After some time, three more joined him: S. F. Kukhto, Party organizer of of TsK KP(b) Latvia, L. Ya. Kharitonov, deputy director for personnel, and Mil'da Binar, economist in the labor and payroll division. Now there are 217 Communists at the plant, united into 20 Party organizations of different shops.

At the "Vayroga" Railroad-Car-Building Plant in Riga, there were only two Communists in 1944, whereas at present the plant has 140 Farty members and cardidates with 10 workshop organizations. During the same period, the Party organization of the Riga Ship-Repair Plant grew up from three members to 72.

In May 1945, after the liberation of Lepaya, the TsK KP(b) Latvia sent the following Communists to the "Krasnyy Metallurg" Plant: P. Zwaygzne, plant director (also deputy to the Supreme Soviet Latvian SSE A. Popov, Party organizer of TsK KP(b) Latvia; and Ya. Vil'chevskiy, chief of planning division. They formed the nucleus of the Party organization in the plant. More Communists joined the organization after they were demobilized from the Soviet Army. Now there are 29 Communists in this plant's Party organization.

- 2 -

COMPLEBRATIAL CONFIDENTIAL

CONCINE	
CONFIDENTIAL	
TALL THE PROPERTY OF THE PARTY	
CONFIDENTIAL	

50X1-HUM

plants and construction projects. Political schools were established in various enterprises. The Party bureau regularly checks the progress made by workers who study Marxism Leminium independently.

Komsomol workers' brigades played an important part in improving and training industrial personnel. In October 1944, the first Komsomol brigade in the Republic was formed at the "VKF" Plant. There are now 328 brigades in Riga alone, uniting 3,067 young workers.

While furthering socialist competition among workers, Party organizations also fought for a continuous improvement of technological processes and full utilization of all internal reserves of industrial enterprises. For this purpose, early in 1948, the "VEF" Plant Party bureau formed a special commission headed by engineer Pasternak, a Commission. New production techniques used at other leading USSR plants, such as upsetting and knurling of screws, high-speed cutting methods, electro-erosion method of machine metals, etc., were introduced.

The Farty organization of the Administration of Latvian Railroads recently created a Council for Economic Questions. This new council is to coordinate all important questions of production and to find a technical and economic basis for all suggestions which would help fulfill the Five-Year Plan in 4 years. The council is headed by A. Ye. Kotov, chief engineer of the Latvian Railroads. During its short existence, the council has been very active. Marrow-gauge railroads take up 28 percent of the entire Latvian railroad system and until now have been very unprofitable to operate. The council has adopted certain measures to increase the volume of transport on narrow gauge railroads, to reduce costs, and to increase profits from their operation. The realization of these measures was to reduce the state subsidy in 1948 by 8.5 million rubles. In the near future, the council will consider the question of concentrating all locomotive overhaul work in one depot instead of three, as before. This will permit better utilization of equipment and improve the quality of repairs.

- E H D

CONFIDENTIAL

CONFIDENTIAL